

NAVSUP P-724 Rev 8, CONVENTIONAL ORDNANCE STOCKPILE MANAGEMENT

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CHAPTER SEVEN

NAVY ORDNANCE TRANSPORTATION/SWT PLANNING AND CONTROL

SECTION 1: NAVY ORDNANCE TRANSPORTATION/SWT PLANNING AND CONTROL OVERVIEW, POLICY AND RESPONSIBILITIES

Ref: (a) MCBUL 4610
(b) Navy Military Munitions Rule Implementation Policy (MRIP) CNO Memo Ser. N457F/452 of 27 July 1998
(c) NAVSEA SW020-AG-SAF-010
(d) NAVTRANSINST 5200.2 Series
(e) OPNAVINST 4600.24 Series
(f) DOD 4500.9-R
(g) NAVSUP Pub 485, Volume III

7.1.1. Purpose.

This chapter provides the transportation planning, control policies, responsibilities and procedures governing naval ammunition transportation requirements and regulations. The policies contained in this chapter pertain to regulations for the transportation of Conventional Arms, Ammunition and Explosives (AA&E) and other non-nuclear ordnance. This chapter also sets forth policies, responsibilities and procedures for the efficient monitoring, tracking and management of Service-wide Transportation (SWT) funds used to finance non-nuclear ordnance movements.

7.1.2. Background.

The transportation of AA&E and other non-nuclear ordnance is a complex function. The Naval Ordnance Safety and Security Activity (NOSSA) in conjunction with Naval Operational Logistics Support Center (NOLSC-AMMO) develops and implements policy and procedures for the shipment of ammunition. The wide array of commodities involved and the cross-service organizational relationships that require internal and external coordination of the transportation logistics process provide challenges. Ordnance transportation is supported by several Naval and Joint Service organizations that uniquely contribute to the successful movement of AA&E. These include United States Transportation Command (USTRANSCOM), Surface Deployment and Distribution Command (SDDC, SDDC Operations Center and the Military Sealift Command (MSC).

7.1.3. Scope.

The policies and responsibilities cited in this section apply to the shipping of all Navy, Marine Corps Class V (A) aviation material and U.S. Coast Guard non-nuclear ordnance. Policies and procedures for OT COG material are contained in the current edition of reference (a).

7.1.4. Policy.

- a. This publication prescribes the general policies, procedures, and responsibilities for performance of traffic management functions at Department of Defense (DOD) activities worldwide and forms the basis of all policies and procedures cited in this chapter.
- b. In accordance with specific direction provided by Naval Operational Logistics Support Center (NOLSC), Norfolk, VA, all non-nuclear ordnance is shipped by surface lift (regardless of the Required Delivery Date (RDD) or priority) unless the Fleet Commander approves airlift or unless premium service results in lower overall cost.
- c. Reference (b) provides guidance for the safe storage and transportation of military munitions once they become hazardous waste.
- d. All ammunition requisitions, including related Military Standard Requisitioning and Issue Procedures (MILSTRIP) documents such as modifications, cancellations, rejections, etc., will be entered into the Conventional Ammunition Integrated Management System (CAIMS) including the identification of overseas requisitions that have exception data, such as, mandatory Required Delivery Date (RDD), request for airlift, request for delivery of material to a specific location, or special funding Transportation Account Code(s) (TACs).

7.1.5. Responsibilities.

- a. Naval Ordnance Safety and Security Activity (NOSSA):
 - (1) Serves as the naval ordnance transportation authority for policy, internal and external interfaces and macro transportation issues. Interprets broad transportation management safety and security laws, rules and regulations of the Department of Defense (DOD), Secretary of Navy (SECNAV), Department of Transportation (DOT) and other Federal regulatory agencies.
 - (2) Develops naval non-nuclear ordnance transportation policies and procedures that provide for the safe handling and transport of ammunition, explosives and related hazardous materials per reference (c).
 - (3) Grants safety and security port clearance approvals for the shipment of Foreign Military Sales (FMS), the Military Assistance Program (MAP), Grant Aid and commercial explosive shipments.
 - (4) Develops ordnance transportation emergency response planning and participates in joint planning coordination.
- b. Naval Operational Logistics Support Center (NOLSC-AMMO):
 - (1) Serves as the Department of Navy single point of contact for coordination with the Joint Munitions Transportation Coordinating Agency (JMTCA) for the Single Manager for Conventional Ammunition (SMCA) and non-SMCA common user ammunition movement requirements, other than Class V (W) OT COG Marine Corps ground ammunition.

- (2) Provides data required to complete deliberate planning and crisis action planning used to facilitate United States Transportation Command (USTRANSCOM) feasibility analysis.
- (3) Serves as the Navy logistics office responsible for coordinating, controlling and monitoring the movement of all overseas shipments of non-nuclear ordnance under the cognizance of the NOLSC-AMMO and the Single Manager of Conventional Ammunition (SMCA). This same responsibility also pertains to the coordination of 2D COG material within the Continental United States (CONUS).
- (4) Consolidates all supply requisitions for overseas destinations to identify and evaluate requirements in order to determine the most cost effective and efficient mode of transportation.
- (5) Provides shipping instruction messages for all Outside Continental United States (OCONUS) requisitions.
- (6) Monitors and tracks all shipments through the air and surface Port of Embarkation (POE) to ensure timely movement of material.
- (7) Coordinates with Commander, Joint Munitions Command (CDR JMC) to monitor and expedite Navy, Coast Guard and Marine Corps requisitions referred to their activity.
- (8) Initiates Export Traffic Release Request (ETRR) to CDR JMC for submission to SDDC.
- (9) Assures adherence to all policies and procedures associated with the transportation of non-nuclear ordnance.
- (10) Serves as the naval transportation and logistics management office responsible for coordinating, controlling, monitoring and reporting the utilization of SWT funds used to finance non-nuclear ordnance movements.
- (11) Coordinates the ordnance portion of SWT fiscal year data call requirements. Upon review and validation, forwards to NOLSC, Norfolk, VA. This data call identifies the DON non-nuclear ordnance material tonnage projections.
- (12) Administers a data collection system to monitor and manage SWT TACs assigned for the movement of non-nuclear ordnance.
- (13) Provides the appropriate TACs on all OCONUS shipping instruction messages.
- (14) Reviews all SWT billing reports, identifies erroneous charges, and notifies NOLSC Norfolk, VA, to have erroneous charges reversed.
- (15) Provides NOLSC-TRANS with monthly and annual SWT cost avoidance reports in accordance with references (d) and (e).

c. United States Transportation Command (USTRANSCOM):

(1) USTRANSCOM, as the DOD single manager for sea, land and air transportation, controls all DOD transportation assets except those that are service unique or theater assigned.

(2) Serves as the point of contact for the Joint Operation Planning and Execution System (JOPES) Time-Phased Force and Deployment Data (TPFDD) process. Specific pub references for the TPFDD process are:

(a) CJCS Guide 3122 - Time-Phased Force and Deployment Data (TPFDD) Primer, 01 November 2001

(b) CJCSM 3122.02C - Joint Operations Planning Execution System (JOPES) Volume III (Crisis Action Time Phased Force and Deployment Data Development and Deployment Execution) dated 22 Mar 04

* The above documents are available for download at http://www.dtic.cjcs_directives. Under "CJCS Directives" select "Handbooks, Guides, and Pamphlets" for CJCS Guide 3122 or select "Manuals" for CJCSM 3122.02C.

(3) In coordination with other appropriate agencies, provide direction and oversight for all matters dealing with the transportation of hazardous material (HAZMAT).

d. Surface Deployment and Distribution Command (SDDC).

(1) SDDC is the second echelon component of USTRANSCOM designated as the DOD single manager for military traffic, land transportation, inter-modal containers and common user ocean terminals, is responsible for the performance of traffic management functions within CONUS. It functions as the joint service liaison between the DOT, commercial industry and other joint service organizations. Its mission is to provide responsive, flexible support in peace and war to operating forces of the U.S. Army, Navy, Air Force, Coast Guard and Marine Corps.

(2) SDDC provides transportation activities and, in coordination with the services, recommends system improvements to the Secretary of Defense (SECDEF).

(3) Serves as a USTRANSCOM POC for the establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe and secure transportation of explosives and other HAZMAT.

e. SDDC Operations Center. The Operations Center serves as the single USTRANSCOM focal point for the execution of surface intermodal movements within the Defense Transportation System (DTS). Their responsibilities include procuring and booking surface intermodal movement requirements, maintaining intermodal shipping schedules and the Integrated Booking System (IBS), negotiating ocean and intermodal rates and related services to meet transportation requirements and manage the Defense

Freight Railway Interchange Fleet (DFRIF) which supplements the capability of commercial transportation carriers.

f. Military Sealift Command (MSC). MSC is a second echelon command and component of USTRANSCOM with primary responsibility for providing sea lift service worldwide. MSC coordinates closely with the shipping services (Army, Navy, Air Force and Marine Corps) and with the other single-manager transportation components, SDDC and the Air Mobility Command (AMC). The relationship with SDDC is especially close in CONUS area commands because military cargo flows from MSC through SDDC traffic management channels. MSC has four sources of sea lift capability by which it can coordinate shipping requirements: the MSC Controlled Fleet, the US Merchant Marine, or the National Defense Reserve Fleet and, in times of national emergency, foreign flag shipping and Effective US Control (EUSC) ships. The active US Merchant Marine, the main resources for augmenting military sea lift, is composed of steamship lines, with specifically scheduled routes and ramps. As the single-manager agency for ocean transportation, MSC performs the following missions:

- (1) Provides an immediate sea lift capability and initiates plans for its expansion in emergencies.
- (2) Provides peacetime ocean transportation for DOD and other authorized agencies. Military munitions are transported in compliance with reference (f).

g. Fleet Commands, NAVAMMOLOGCEN AMMOLANT/AMMOPAC, CMC, CCG, Overseas Stations and Fleet Units:

- (1) Review requirements and submit requisitions in accordance with reference (g) in a timely manner, taking into consideration shortfall of funds available to move material as well as the reduced means to move material. Revalidates current material requisitioning procedures against Uniform Material Movement and Issue Priority System (UMMIPS) standards to ensure proper use of RDD. Cites TAC with requisition submission if special funds are allocated for movement.
- (2) In accordance with specific direction provided by NOLSC Norfolk, VA, all non-nuclear ordnance is to be shipped by surface lift regardless of RDD or priority unless premium service results in a lower cost. If airlift is required, provide justification at the time of MILSTRIP submission.
- (3) NAVAMMOLOGCEN AMMOLANT/AMMOPAC assist fleet activities in the coordination of retrograde.

h. Ammunition Stock Points:

- (1) Comply with shipping instruction messages released by NOLSC-AMMO to ensure pack by/ship by date(s) are satisfied. All deviations including, but not limited to, delays in shipments, material and shipper availability are reported to NOLSC-AMMO.
- (2) Upon request, provides NOLSC-AMMO with copies of Commercial Bills of Lading (CBLs)/Government Bills of Lading (GBLs), or appropriate/current form of shipping documentation.

SECTION 2: NAVAL AMMUNITION TRANSPORTATION CONTROL PROCEDURES

Ref: (a) OPNAVINST 4631.2 Series
(b) OPNAVINST 4630.26 Series
(c) OPNAVINST 8010.12/MCO 8010.12 Series

7.2.1. Introduction.

This section provides procedures that govern transportation planning and control for Naval owned conventional ordnance.

7.2.2. Ammunition Transportation Planning Procedures.

- a. Available Navy, Marine Corps (from Navy tidewater depots only), Coast Guard, Grant Aid and applicable FMS ammunition destined for a single overseas POD is consolidated by Naval Operational Logistics Support Center (NOLSC-AMMO) to identify and determine the most efficient and cost effective mode of transportation available to support the customer's requisition priority and RDD.
- b. NOLSC-AMMO screens all requirements for which airlift have been requested by the requisitioner and validates the need for airlift when surface transportation is unavailable to meet the Required Delivery Date (RDD).
- c. NOLSC-AMMO diverts requisitions for premium service to the most efficient mode of transportation.
- d. NOLSC-AMMO provides analysis to determine if qualified airlift should be Air Mobility Command (AMC) channel flight, Naval Air Logistics Office (NALO) flight in accordance with reference (a), or Special Assignment Airlift Mission (SAAM), in accordance with reference (b). NALO and SAAM airlift requests will be generated by NOLSC-AMMO to facilitate coordination for the movement of ammunition as required.
- e. NOLSC-AMMO obtains required validation from the authorized Fleet Commander, identifies the appropriate Transportation Account Code (TAC) and requests priority upgrade to 01-03 as required for airlift. NOLSC-AMMO prepares and releases an air validation message, instructing non-nuclear ordnance stock points when and where to move the material. Included in this message will be the appropriate TAC for the movement with a copy to Naval Operational Logistics Support Center-Trans (NOLSC-TRANS) Norfolk VA.
- f. NOLSC-AMMO generates Export Traffic Release Requests (ETRRs) to the Commander, Joint Munitions Command (CDR JMC)/Single Manager for Conventional Ammunition (SMCA) for coordinating the movement of conventional ordnance material with the Military Surface Deployment and Distribution Command (SDDC).
- g. NOLSC-AMMO consolidates available Navy, Marine Corps and Coast Guard requirements for a single Outside Continental United States (OCONUS) Port of Debarkation (POD) to determine surface transportation mode and identifies requirements to the appropriate Opportune Lift (OPLIFT) coordinator.

(1) Upon identification of an OPLIFT vessel NOLSC-AMMO prepares a shipping instruction message to appropriate stock points instructing them when and where to move the material and what TAC to use for the movement. Information copies are provided to all concerned.

(2) If no OPLIFT is offered in a timely manner, NOLSC-AMMO offers requisitions to CDR JMC to accumulate tonnage for possible Military Sealift Command (MSC) lift of material. If an MSC lift is identified, NOLSC-AMMO prepares shipping instruction messages to appropriate stock points, instructing when and where to move the material and what TAC to use for the movement. Information copies are provided to all concerned.

h. NOLSC-AMMO consolidates applicable Foreign Military Sales (FMS) requirements for a single OCONUS POD to determine surface transportation mode and identifies requirements to the appropriate OPLIFT coordinator. This is accomplished in accordance with the terms of acceptance in the FMS case.

i. During periods at which time the NOLSC-AMMO Crisis Response Center (CRC) is activated as set forth in reference (c), NOLSC-AMMO transportation personnel will provide all associated transportation and physical characteristic data needed to support Commander Fleet Forces Command (CFFC) ammunition transportation requirements.

j. NOLSC-AMMO monitors and tracks all shipments through the air or surface Port of Embarkation (POE) to ensure timely movement of material.

7.2.3. Ammunition Stock Point Transportation Procedures.

a. Ammunition stock points and CDR JMC/SMCA comply with shipping instruction messages released by NOLSC-AMMO and ensure compliance with pack by/ship by date provided in messages. All deviations including but not limited to, delays in shipments, holds on material, material availability, and shipper availability are reported to NOLSC-AMMO.

b. Upon request, stock points and CDR JMC/SMCA provide NOLSC-AMMO with copies of Export Traffic Releases/Government Bills of Lading (ETRs/GBLs) or appropriate/current form of shipping documentation.

c. Ammunition stock points submit requirements for retrograde to the appropriate NOLSC-AMMO Ammunition Management Office (AMMO) for the consolidation of transportation requirements for movement to appropriate Continental United States (CONUS) destinations.

SECTION 3: SERVICEWIDE TRANSPORTATION (SWT) FINANCIAL MANAGEMENT PROCEDURES

Ref: (a) DODINST 4500.9R
(b) NAVMTOINST 5200.2 Series
(c) OPNAVINST 4600.24 Series

7.3.1. Introduction.

a. This section provides the procedures and guidance for Department of the Navy (DON) Service-wide Transportation (SWT) funds used to finance non-nuclear ordnance. The Naval Operational Logistics Support Center (NOLSC-AMMO) has been designated as the DON agent responsible for coordinating SWT in support of the transportation of Navy-owned non-nuclear ordnance. This section provides procedures required for the monitoring, tracking, reporting and management of SWT funds used to finance non-nuclear ordnance movements. SWT funds include requirements for First Destination Transportation (FDT), Second Destination Transportation (SDT), Demilitarization (DEMIL) Transportation requirements and cost avoidance initiatives. Transportation Account Codes (TACs) are used primarily to identify the appropriation for financing the transportation cost incurred. Also, the TAC is a tool used to collect the total tonnage and dollars for the non-nuclear ordnance weapon systems.

b. In accordance with reference (a), the source document for determining valid TACs is the Master TAC Reference Table on the Worldwide Web. The Internet Address is https://www.daas.dla.mil/tac_ing/tac_menu.html. The TAC table is administrated by the United States Transportation Command (USTRANSCOM) and maintained by Defense Automatic Addressing System Center (DAASC), in conjunction with the Service TAC coordinators. TAC coordinators maintain their respective part of the TAC table. The Navy TAC coordinator located at Naval Operational Logistics Support Center (NOLSC), Norfolk, VA in liaison with NOLSC-AMMO establishes, modifies and/or deletes ordnance TACs as required. For clarification or guidance regarding FDT and SDT movements, see reference (a).

7.3.2. SWT Resource Requirements Determination.

a. NOLSC-AMMO coordinates the formulation of Navy owned non-nuclear ordnance input to the Navy fiscal year data call for SWT requirements and, upon review and validation, forwards to NOLSC Norfolk, VA.

b. Acquisition/Program Managers will provide First and Second Destination tonnage projections to NOLSC-AMMO. These projections are consolidated by NOLSC-AMMO in response to the Navy fiscal year data call for SWT requirements and, upon review and validation, forwarded to NOLSC, Norfolk, VA.

7.3.3. SWT Cost Avoidance Reporting Procedures.

a. In accordance with references (b) and (c), NOLSC-AMMO provides NOLSC-TRANS with monthly and annual SWT cost avoidance reports.

b. NOLSC-AMMO Ammunition Management Office, Atlantic/Pacific (AMMOLANT/PAC) and ship requisitioners ensure that all ordnance requisitions filled by cross-decking

evolutions are processed using a "N2" Advice Code. This extracted Conventional Ammunition Integrated Management System (CAIMS) "N2 Advice Code" data will be included in overall cost avoidance reports to NOLSC-TRANS.

c. NOLSC-AMMO tracks and analyzes the actual expenditure of SWT funds against projected estimates, monitors use of TACs and communicates erroneous usage to appropriate office for correction of accounting/statistical data. Actual transportation expenditures and NOLSC Norfolk, VA, published SWT targets and forecast requirements can be viewed on the NOLSC Norfolk, VA, website:
<https://iridium.ois.disa.mil/swt>.

d. NOLSC-AMMO, using guidance provided in reference (c) reviews and validates all NOLSC Norfolk, VA, SWT ordnance billings for accuracy of TAC applications.